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PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS.
with which is incorporated the
CHINA-GERMANY TRADE REPORT.
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Hongkong Daily Press.

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THE
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No. 15,708. 號八零百七千五萬一第 日六十二月七年四十三緒光 HONGKONG, SATURDAY, AUGUST 22ND 1908. 六拜禮 號二十二月八年八零百九千一英港香 PRICE, \$3. PER MONTH.

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A. S. WATSON & CO.,
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THE HONGKONG DISPENSARY.
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SHEWAN, TOMES & CO.,
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Hongkong, 29th April, 1908. a943

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong, 1st April, 1908. 43

AUTOMATIC BROWNING
POCKET PISTOLS.
CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. 42

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Hongkong, 13th March, 1907. 535

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(MITSU BISHI CO.)
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H. OISHI,
Manager,
No. 2 Foller Street, Hongkong,
Hongkong, 7th August, 1908. 761

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Road Central.
JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 8th May, 1907. 47

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It is a Guarantee of Purity, Accuracy, Goodness—Pure Medicinal Value.
You can Afford to use Plated Silver, you cannot Afford to have your Prescriptions
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LANE, CRAWFORD & CO.
Hongkong, 12th August, 1908. a32

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Hongkong, 1st April, 1904.

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Hongkong, 12th August, 1908. Wine & Spirit Merchants. a34

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a39 **A. F. DAVIES, Manager.**

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Hot and Cold Water throughout.
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MANAGER.
Hongkong, 24th July, 1905. a1109

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Hongkong, 4th December, 1907. a40

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Special arrangements for a long stay.

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and from Hongkong, and two steamers to and
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a215 **THE MANAGER**

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SPECIAL REDUCED SUMMER RATES
PER DAY \$4 to \$7 according to Room selected
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Two persons occupying one room, will be
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Excellent Cooking by **AN CHONG**, for over
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Cash with order is always insisted on; no credit is ever given. There is no counter salesmen, and no resident in Chicago is ever supplied with goods. The out-of-town customers are the business exists solely to supply

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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A T THE PEAK, Furnished or Unfurnished. One large and one small ROOM with Bath Room, Store Room and Servants' Room. Separate entrance.

Apply—
Care of "Daily Press Office,"
Hongkong, 22nd August, 1908. 1300

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN."

Captain Rosch, will be despatched for the above Ports on THURSDAY the 27th inst., at 2 p.m.

A reduction of 20 per cent. on First Class Fares to Fookchow, will be made during the months of August and September.

For Freight or Passage apply to
DOUGLAS LAURIE & Co.,
General Managers.

Hongkong, 22nd August, 1908. 1301

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"INABA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 26th inst., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.

Hongkong, 22nd August, 1908. 1302

JAVA-CHINA-JAPAN LINE.

FROM JAVA PORTS AND MACASSAR.

THE J.C.J. Line Steamship

"TJIMAHU."

Captain Bouman, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge and/or Cargo left on board after the 27th inst., will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

No Fire Insurance has been effected.

The steamer will be despatched for Shanghai and Moji on the 28th inst., at Daylight.

Head Agency of the
JAVA-CHINA-JAPAN LINE,
York Building, 1st Floor.

Hongkong, 22nd August, 1908. 1303

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains—

Epitome of the Week's News.

Leading Articles.

Turkish Interests in China.

An Abstruse Rising.

The Chinese Postal Administration.

Chinese & Foreign Post Offices.

Macao Harbour.

Holland and Venezuela.

Random Reflections.

The Cultivation of Native Opium.

Supreme Court.

All gold False Declaration.

Hongkong Sanitary Board.

Kowloon (Amoy) Municipal Council.

Finance &c.

Suggested Training Industry in Hongkong.

Canton.

Macao.

Hongkong.

Arrival of the Governor of Macao.

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Copies can be posted from the Office to addresses sent in, including postage 34 cents each or \$1 Cash for three copies.

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Hongkong, 22nd August, 1908.

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of UPHOLSTERY WORK for One Year from the 1st September, 1908, to H.M. NAVAL YARD, HONGKONG.

Forms of Tenders can be obtained on Application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, HONGKONG.

Not later than Noon the 26th August, 1908.

A deposit of One Hundred Dollars (\$100) will be required when applying for Tender Forms. This will be returned if the Tender be declined.

The lowest or any Tender, not necessarily accepted, and the right is reserved of accepting any portion of a Tender.

Hongkong, 21st August, 1908. 1207

INTIMATIONS

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THE Undersigned have been appointed SOLE AGENTS in Hongkong, China, Philippines and British North Borneo for the above Firm's well-known and popular GIN (CAT BRAND).

CALDECK MACGREGOR & CO.,
Wine & Spirit Merchants,
15, Queen's Road Central,
Hongkong, 17th August, 1908. 1202

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ENGINEER-DRAFTSMAN (British) one with some knowledge of Electric preferred.

Apply—
Care of "Daily Press" Office,
Hongkong, 18th August, 1908. 1189

WANTED.

A YOUNG BOOKKEEPER, with thorough knowledge of General Office Routine.

Apply to—
DEACON, LOOKER & DEACON,
Hongkong, 18th August, 1908. 1189

THE STATE FIRE INSURANCE CO., LIMITED.

AS we find the Advertisement over the Signature of Messrs. CAU, BARO & Co. appearing in the "DAILY PRESS" from the 21st inst., stating they had been appointed Agents for the above Company, is somewhat misleading, to our present Policy Holders and the Public, we beg to state that WE ARE THE ONLY AUTHORIZED AGENTS for the STATE FIRE INSURANCE COMPANY, LIMITED in this Colony.

All applications for New Policies, Renewals or Endorsements should therefore be made as usual to the undersigned.

W. G. HUMPHREYS & CO.,
Agents for the
STATE FIRE INSURANCE COMPANY, LIMITED,
Hongkong, 17th August, 1908. 1180

REMOVAL NOTICE.

WE beg to inform our numerous Customers and the General Public that we have REMOVED our business premises to

No. 14, QUEEN'S ROAD CENTRAL,
Corner of Ze'land Street, where we hope the same patronage will be extended to us as in the past.

HOOSAIN-ALI & Co.,
Hongkong, 27th July, 1908. 651

NOTICE OF REMOVAL.

THE Undersigned have to notify their Customers and the General Public that they have REMOVED to No. 37, DES VEXUX ROAD CENTRAL, opposite the P. & O. Co.'s Office.

A new variety of ARTISTIC PICTORIAL POST CARDS, ASIATIC and FOREIGN, POSTAGE STAMPS and all Philatelic Goods, are now exhibited at their Show-Room, and a Great assortment of MANILA CIGARETTES and CIGARETTES, as well as NOVELTY ALBUMS, &c., &c., are for Sale at moderate prices.

GIACA & CO.,
27, Des Vexux Road,
Hongkong, 7th August, 1908. 1021

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from W. R. M'D. PAR, Esq., to Sell by Public Auction,

On TUESDAY, the 25th August, 1908, at 2 p.m., within his residence, "Durindor," Magazine-Shop, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED,

Comprising—

SILK TAPESTRY COVERED DRAWING ROOM SUITE, a Quantity of CANTON CARVED BLACKWOOD CABINET, TABLES, SOFA & CHAIRS, CURTAIN STANDS, KOREAN LAQUERED CABINETS, DINNER WAGGON, GLASS, CROCKERY and R. P. WARE, OLD CHINA, ENGRAVINGS, &c., &c.

Also

One COTTAGE PIANO by M.F. Bachals & Co., Hamburg, (in good order and condition), and

One CLAY PIGEON TRAP and about a couple of dozen LAYING HENS.

Catalogues may be had on Application.

TERMS: As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 17th August, 1908. 1188

FOR SALE

CHINA EXPRESS CO.,
3, DUNDRELL STREET.

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

GOEBEL-ANGSCHUTZ FOCAL PLANE CAMERA, PHOTO MATERIAL, DRYERS and CHEMICALS, Hongkong, 5th August, 1908. 1950

FOR SALE

LOT No. 52, British Concession, Property of the CANTON CONDITION HOUSE CO. is hereby advertised for Sale until the 10th of September next. Tenders to be sent to the SECRETARY.

Canton, 10th August, 1908. 1170

FOR SALE

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH,
Accountants & Auditors, &c.,
No. 5, Queen's Road Central,
Hongkong, 18th August, 1908. 853

STORAGE

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT, DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 33 on PRAYA EAST, Approximate Area 43,000 SQUARE FT., 39 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd.,
Hongkong, 8th June, 1908. 84

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, THIS DAY, the 22nd day of August, 1908, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1908.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager,
Hongkong, 22nd August, 1908. 1148

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Register of Shares of the Corporation will be CLOSED from MONDAY, the 19th instant to SATURDAY, the 22nd instant, (both days inclusive), during which period no Transfer for Shares can be registered. By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager,
Hongkong, 1st August, 1908. 1149

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

THE TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 24th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary,
Hongkong, 29th July, 1908. 1182

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association, the General Managers have THIS DAY declared an INTERIM DIVIDEND for the half year ended 30th June, 1908, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on Application at the Office of the Company on and after MONDAY, 24th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to 22nd instant, both days inclusive.

JARDINE, MATHURON & Co., Ltd.,
General Managers,
Hongkong, 17th August, 1908. 1187

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Provisional Certificate No. 43/1002 dated Hongkong 28th November, 1907, for Six Shares of this Bank numbered 83,801 to 83,806 inclusive registered in the name of Miss ELIA DERNON FERRIS, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August 1908, a New Certificate for the Shares will be issued, and the aforesaid Provisional Certificate No. 43/1002 will be thereupon treated by this Corporation as Null and Void.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager,
Hongkong, 30th July, 1908. 1135

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. N/3 1,900 dated Shanghai 16th July, 1908, for Two Shares of this Bank numbered 64,591 to 64,592 inclusive, registered at the Shanghai Branch in the name of Cecil Hansbury, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/3 1,900 will be thereupon treated by this Corporation as Null and Void.

By Order of the Court of Directors,
J. R. M. SMITH,
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Hongkong, 30th July, 1908. 1136

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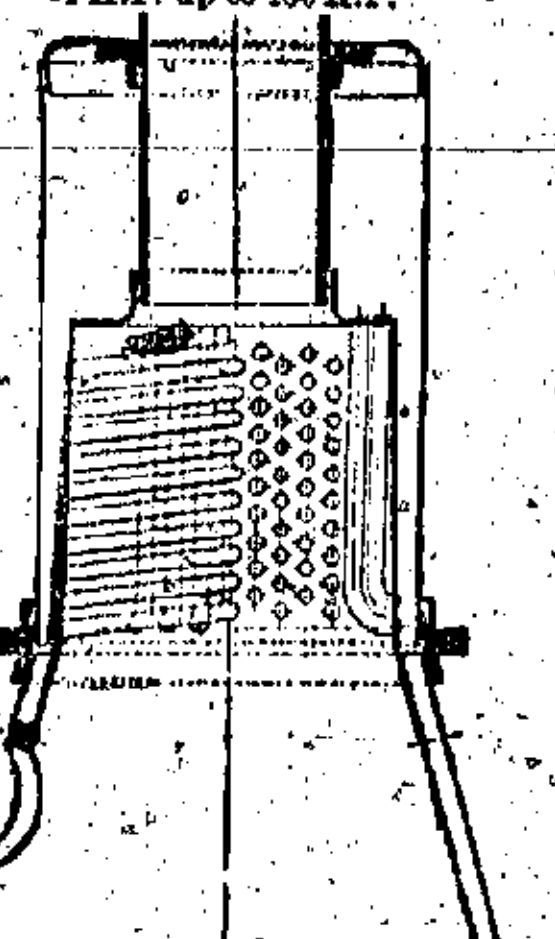
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MERRYWEATHERS' LIGHT WATER-TUBE BOILERS
Specially adapted for every purpose requiring
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H.P. up to 200 H.P.

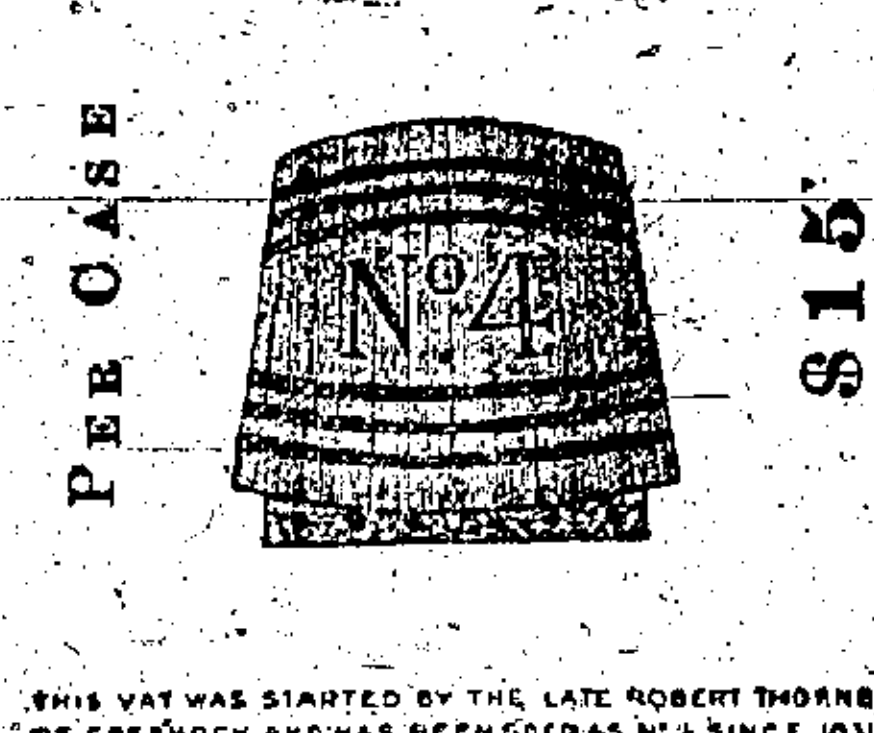


Supplied in batteries where more than 200 H.P. required.
Arranged for burning Wood, Coal or Oil Fuel.
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CLARKE'S B. 41 PILLS.

A warranted cure for all acquired or constitutional Discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Urinary Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

SAVARESSE'S SANDAL CAPSULES

Efficient because absolutely pure. English. Oil. Not made of gelatine. Full directions. All Chemists. Insist on SAVARESSE'S.

MARTIN'S APOLLO & STEEL PILLS

A French Remedy for all Urinary Disorders. Martin's Pills in the house, as on the label, are of the highest quality. They are the only pills of any kind that can be taken with safety. They are the only pills that can be taken with safety. They are the only pills that can be taken with safety.

SANTAL MIDY

These tiny Capsules—superior to Copal, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience. Each Capsule bears the name MIDY.

GRIMAULT'S SYRUP

OF HYPO-PROPHITE OF LIME. Prescribed in France for the last 30 years. It retains its reputation for CONSUMPTION, OBSTRUCTED COUGHS, COLIC, DYSPEPSIA OF THE STOMACH, LUNGS, AND BRONCHIAL TUBES.

"BEFORE I WAS FIFTEEN."

MANY WOMEN SIGH FOR THE HAPPY DAYS OF CHILDHOOD, WHEN HEADACHES, BACK-ACHES, AND ANAEMIA WERE UNKNOWN. DR. WILLIAMS' PINK PILLS.

HEALTHY WOMEN AS NO OTHER MEDICINE CAN. THEY BRING ROSES TO THE CHEEKS AND BRIGHTNESS TO THE EYES, RESTORE APPETITE, SLEEP, AND STRENGTH. HERE IS PROOF FROM OCEAN.

"Until I was fifteen, I was a strong and healthy girl, but after that I fell victim to weakness and ill-health." The speaker, Miss Mary Peters, daughter of Mr. P. Baron Perera, of the Union Restaurant, Colombo, was relating the facts of her own case when she recently uttered these words, yet it might well be imagined that she was speaking for the many thousands of her sex as well, who like her, date the beginning of their troubles to that time when childhood ceased and womanhood began.

"After my fifteenth year," continued Miss Perera, "I began to suffer with severe headaches, pains in the back and side, and frequent fainting fits."

I became exceedingly pale, my lips were white and bloodless, there were black rings round my eyes, I always felt weary and depressed, and very little would make me cry. Coldness of the hands and feet were among my symptoms, my appetite was so poor that I did not care to take food at all. Often at night I could not sleep for a long while, and then when I did drop off I had

DEADLY DREAMS I HAD frightened me.

The medicines the doctors gave did me no good, and for seven years I went on suffering in the way I have described. It was through reading in a little book delivered at our door one day how Dr. Williams' Pink Pills for Pale People had cured many ladies of similar complaints to mine that I was tempted to try these Pills for myself. By the time I had taken three bottles of Dr. Williams' Pink Pills I felt much better. My appetite had improved, the headaches had ceased, I was back and side, the black rings had disappeared, my lips were again as red as roses, and my hands and feet were warm and comfortable. After continuing to take the Pills for some little time longer I found myself perfectly well, and ever since then I have remained in good health.

"HAVE NOT FAINTED ONCE."

Mr. P. Baron Perera, Miss Perera's father, said: "I am delighted with the great good Dr. Williams' Pink Pills have done my daughter Mary. She suffered with anaemia and fainting fits, but since taking these Pills she has not had a faint for six months. They have completely cured her, and besides, have greatly built up her strength and improved her appearance."

"By steadily supplying Good-Kid-Blood, building up the system against the ravages of wasting diseases and restoring lost strength—that is how Dr. Williams' Pink Pills for Pale People achieve so many wonderful cures. They actually make New, Rich Blood, and cure all the disorders caused originally by bad blood, such as Anaemia, Debility, Indigestion, Liver Complaint, Headache, Nervousness, Stomach Pain, Paralysis, Beri-Beri, Bozema, Boils, Pimples, and Skin Eruptions generally, and the after-effects of Fevers, Dysentery and Chills. Men broken-down by overwork, excesses, or residence in unhealthy climates are speedily restored by their use. Obtainable at most shops where medicines are sold, they can also be had, post free, six bottles for \$3, or 1 bottle for \$1.50 from Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore.

FOREIGN CAPITAL IN CHINA.
[FROM "THE TIMES" FINANCIAL AND COMMERCIAL SUPPLEMENT.]

In view of the increasing responsibilities imposed upon the central and provincial Governments for the carrying out of projects of reorganization and reform, it has come to be clearly recognized by the mere active spirits of the Grand Council, and especially by the ex-Viceroy Yuan Shih-kai and Chang Chih-tung, that the nation's financial position requires immediate and careful attention. The maintenance of the army, the provision of a navy, public works and administration, national education, and the abolition of the opium revenues—these and many other questions, evidently depend for their satisfactory solution upon a Budget showing greatly increased receipts from definite and permanent sources. The fact was emphasized by Yuan Shih-kai in a recent State paper, but beyond this no indication has been given of any concrete policy of financial or fiscal reorganization.

SUGGESTED SOURCES OF REVENUE.

The aged Chang Chih-tung, whose influence with the Emperor Dowager (and, therefore, with the Grand Council) is very great, recently expressed the opinion that the situation calls urgently for remedial measures and that the Government should forthwith proceed to develop the three sources of national wealth most easily accessible, viz., railways, mines, and paper money. The last suggestion is very characteristic of Chinese official methods in general, and peculiarly of those of Chang Chih-tung, who by such rudimentary finance, has earned for himself the reputation of the most unbusinesslike Viceroy in the Empire. The obvious mixing of heterogeneous elements in the provinces having produced conditions of which the danger is apparent even to the Board of Revenue, this source of income has been greatly reduced, to the no small inconvenience of provincial treasurers; but to the mind of classical scholars, always opportunist in finance, the issuing of banknotes (without any variations restrictions as to bullion reserve) appears as a lucrative operation the more attractive for its very simplicity. It is true that to many officials better acquainted with the elementary principles of currency and political economy the idea of regarding the issue of paper money as a source of revenue is not attractive; it is true also that they perceive the dangers to be foredoomed because of that quality of prudence which already leads Chinese bankers and merchants to discriminate between native official bank-notes and those of foreign banks. As a solution of the problem of lack of peace, which afflicts China's public men, the making of paper money may therefore be eliminated, but the idea appeals so strongly to certain provincial treasurers that we are likely to hear more of its application and results.

MANAGEMENT OF RAILWAYS.

Regarding the development of railway construction, the subject is too complicated and too wide to be dealt with in the present article. It would, therefore, merely observe that, while the tendency of the central Government's policy is clearly in favour of borrowing the necessary capital abroad, it is equally determined to obtain that capital, if this can be done by stimulating competition among financiers, without any of

the conditions hitherto imposed for the protection of the bondholders. While such a result may be gratifying to Chinese financiers, and to the metropolitan and provincial bureaux that would have the administration of the funds, every day's experience goes to prove that capital obtained under these conditions is calculated eventually rather to weaken the central Government's credit than to improve its finances. The country is already swamped with badly administered and impoverished Chinese railway companies, each of which is an object of ridicule to all the rest, there being so far only one instance of efficient and business-like management without foreign assistance and supervision. In the last two foreign loans concluded for the construction of Chinese Government railways (the Tientsin-Pukou and Chekiang lines) the passive resistance of the Chinese, combined with the instinctive sympathy of public opinion in England towards the nationalist movement, led to the elimination in these agreements of the safeguards hitherto held to be indispensable for the protection of foreign capital in China; but it is already evident that the concession thus made to the patriotic clamour of the student-gentry classes was a mistake for which the Chinese Government will eventually have to pay, and one which foreign financiers in their own interests, as well as for the maintenance of China's credit, will do well in future to avoid. Railways under foreign control have proved to be a source of wealth and strength to the country, and this supervision has been shown to be quite compatible with unimpeded authority in the hands of the Chinese directors; but railways under purely Chinese management have so far (with the one exception of the Kailashan line) resulted in wasteful chaos.

POLICY REGARDING MINES.

We come then to the third source of national wealth upon which Chang Chih-tung would call to meet the growing burdens of the Empire, viz., the development of the country's mineral resources. It is significant of the condition and inner workings of the Grand Council that it was upon the advice of Chang Chih-tung that the Throne issued its revised Code of Mining Regulations last year, a code which practically abolished the monopoly of modern methods and foreign capital throughout the Empire, and which was accordingly denounced by the Legations as a breach of treaty engagements. It was also generally ridiculed in the Press, native and foreign. It may be regarded now as a hopeful sign that the ex-Viceroy, despite this evidence of his activities, should still look to mining as a source of revenue, and from his most recent utterances on the subject it may also reasonably be inferred that the contemplative mining only by Chinese methods and with Chinese capital, and, if this be so, no great addition to the country's wealth is to be expected in the immediate future.

That the policy of the central and provincial Governments is strongly opposed to permitting any foreign interest in Chinese mines is clear from several recent cases, that of the repurchase of the Peking syndicate's rights in the Province of Shanhai being the most noteworthy. In that case, the attitude of the local students and gentry was uncompromisingly hostile to any form of foreign enterprise, and their action in repurchasing the concession has been widely applauded as a splendid example of patriotism. In other cases, such as that of the Anglo-Chinese (Chungking) coal-mining concession in Szechuan and that of the Anglo-Japanese iron-mining enterprise in Anhui, the action taken has been equally patriotic but less equitable, the concessions being simply purchased by official obstruction from exercising their rights.

THE CASE OF THE YUN-NAN SYNDICATE.

The most recent example of this short-sighted Chauvinism has occurred in Yunnan. Its details are so typical of the present régime and so aptly illustrate the attitude and methods of the provincial mandarins, that a statement of the case should prove of general interest.

In June, 1932, an Anglo-French company obtained from the Chinese Government the right to "search for and exploit" mineral deposits of various specified kinds (especially copper) in seven districts of Yunnan province. In the preamble to the formal agreement, negotiated between the Viceroy and the company, and subsequently ratified at Peking, it is stated that the concession is granted to the company "because of the working of mines in Yunnan had hitherto been of a primitive and abortive nature," and it was, therefore, agreed that the company should work the mineral deposits of the specified districts upon a better system, with the aid of engineers, efficient staff, proper machinery, and sufficient capital. The agreement is a thoroughly business-like document, recording a mutually beneficial arrangement, in which all the risks are borne by the foreign company and a very considerable share in profit guaranteed to the central provincial Government in Szechuan.

In certain that few countries, if any, could obtain the use of foreign capital on terms so advantageous; at the same time, China's sovereign rights and the susceptibilities of her people are safeguarded and recognized at every point, so that, in the words of the agreement itself, "the Imperial Government and provincial authorities have a considerable interest, pecuniary and fiscal, in protecting and promoting by every means in their power the mining operations of the syndicate." The agreement, in fact, contains no mistakeable provision that "those who made it were prepared to rely chiefly for its performance on the numerous advantages which it offers, without corresponding risk, to the Chinese authorities; nevertheless, as the present situation proves, the spirit which animates Chang Chih-tung's mining regulations is widespread among the mandarinate, and the rights conferred upon the Yunnan Syndicate are likely to remain of no practical value so long as that spirit prevails.

By Article 1 of the Yunnan Company's agreement, it is laid down that the Anglo-French Syndicate thereby acquired rights extending over a period of 60 years, and especially the right to lease and exploit old workings or new fields discovered by their prospectors; and the same time it was stated that the Chinese Government or subjects would continue to enjoy the right of working any existing mines owned or deposits discovered hereafter, by themselves. It was agreed that the company was not to become the owner of any mining land or real estate, its operations being limited to prospecting and, with the assistance of the local officials, there were to be no donations between the company and landowners for the sale of land, but the officials were to render all possible assistance and supply escorts to the company's engineers on prospecting work. Assuming that the Chinese Government originally intended the agreement to be effective, this procedure was calculated to facilitate matters for all concerned.

How to be beautiful—Keep your complexion, Mrs. Helen's Crime Charmante, Last Charmant and Special Skin Tonic and Face Cream will enable you to do it. Her Specialities for the Skin are the study of a Pelican. A. S. Watson & Co., Ltd., Singapore 622

DIFFICULTIES OF PROSPECTING.

From 1913 to 1936 the operations of the company were limited, pending the completion of the French railway, to surveying expeditions, and to the establishment of amiable relations with the local authorities; at the same time, it developed a considerable business in the purchase and export of the produce of tin-mining worked by the Chinese. In 1933, however, it was decided to make a beginning of independent working, and the company's engineer was, therefore, directed to inspect certain properties in the Lin-an-fu district; the necessary intimation was conveyed to the local officials and a military escort was provided by the Sub-Prefect of Mengtzu. In the course of his work the engineer had occasion to inspect the private property of a native named Ming Li-sung, but he soon had the inspection taken place, and before the return of the engineer to Mengtzu, than Ming Li-sung (aged 70) and his son were arrested, and imprisoned on the charge of having attempted to sell their land to foreigners. A proclamation was issued in reference to the case on December 31 by Wei Tactai of Mengtzu. This document is interesting in that it commences by referring to the Yunnan Company's agreement as an entirely satisfactory one; subsequently, however, the writer refers to the recent re-issued Mining Regulations, gravely asserting that thereunder a permit from the local Yamen is necessary for all prospecting operations. Finally, he accuses Ming Li-sung, before trial, of having tried to sell his land secretly, and insists on the Government's rights of ownership in the subsoil and the necessary for official sanction for all mining work.

Ming Li-sung was subsequently tried and the magistrate Li-sung, given that he had been associated with the foreigner in prospecting operations and had not attempted to sell his land. Nevertheless, his property was taken from him and ordered to be included henceforward in the joint-stock lands of the Ming clan, on the condition that the latter should "never arrange to sell or lease it to foreigners." In the conclusion of the judgment it is recorded that "Ming Li-sung and his son acted unlawfully in introducing a foreigner to investigate and measure the mining property." The limitations of this kind from the local Yamen are not lost upon the people, and the result in this case is equivalent to complete repudiation of the rights conferred upon the Yunnan syndicate; repudiation deliberate and unjustified by any real or imaginary grievances. And, as showing that the central and provincial Governments are at one in this suicidal policy, it should be added that the French Legation formally protested to the Viceroy against the action of Wei Tactai, was met by his removal on substantial grounds.

An idea of the favourable nature of the agreement which is thus nullified may be inferred from the fact that in addition to binding itself to supply a million pounds of copper annually to the central Government at a fixed low rate, and to meet the requirements of the provinces at local market rates, the company undertook to pay 35 per cent. of its net profit on paying proportionate royalties (making good all losses on othermines from its own funds), and to pay a pit-mouth tax of 3 per cent. on all produce.

When all of this is taken into account, it may be concluded that the day of so-called mining, as a source of national wealth in China, has not yet dawned.

As your teeth are wanted to last—for years to come—begin now to use

Calvert's Tooth Powder

However perfect your teeth may naturally be, they still require, and will well repay, the slight trouble and the short time you should daily give to their care.

The regular use of Calvert's Carbolic Tooth Powder ensures a complete antiseptic cleansing, helps the toothbrush to do its work easily, pleasantly, and thoroughly, and thus assists your own efforts towards keeping the teeth in the best possible condition.

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RELIEVES ALL ROUGHNESS, REDNESS, HEAT, IRRITATION, TAN, AND KEEPS THE SKIN SOFT, SMOOTH, AND WHITE ALL THE YEAR ROUND.
Delightfully COOLING AND REFRESHING.
Bottles 1/6, 1/3, and 1/2 each.
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WE are the largest Dealers in the world in these attractive securities.
WHAT ARE THESE BONDS?
They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.
EASY PAYMENTS.
We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.
Write for Handbook, sent post free.
MELVILLE, GILLY & Co., Bankers, 3, Rue de la Bourse, PARIS (France).



BORDEN'S "GOLD SEAL" CONDENSED MILK

MADE by the ORIGINAL BORDEN CONDENSED MILK CO. for 50 YEARS have devoted all their energies to the production of the HIGHEST QUALITY SANITARY MILK, in which GAIL BORDEN was the Pioneer. A fact worthy of your consideration.

Its is Supreme for PURITY, RICHNESS AND FLAVOUR. WARRANTED TO KEEP LONGER THAN MILK OF ANY OTHER MANUFACTURE.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1936. 1083

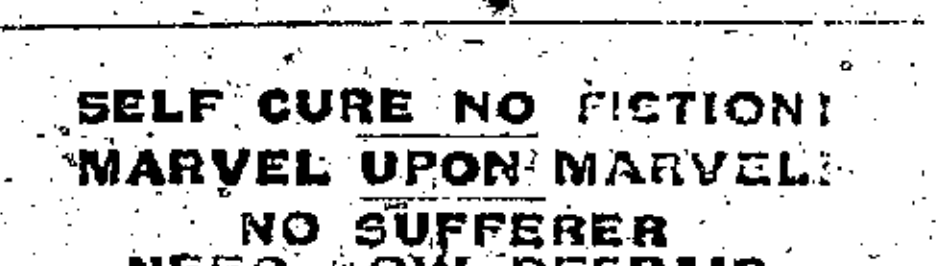
Splendid for Children.

If your youngsters cannot digest milk, try a little LEMCO, not by itself, but stirred into the milk. It often does good, as it gets over the digestion difficulty.

LEMCO and Milk is good for Mothers too.

From 1 to 2 teaspoonful of LEMCO to half a pint of warm milk.

The only genuine Lembo Compound. Extract of Beef.



SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR.

but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW FRENCH REMEDY

THERAPION

A complete cure has been wrought in France, as a result of medical science, which thousands have been restored to health and happiness who for years previously had been merely dragging on, in a state of torture.

THERAPION NO. 1—A Sovereign Remedy for all the most distressing ailments, those of which do not originate from any having the foundation of structure and of system destroyed.

THERAPION NO. 2—A Sovereign Remedy for all the most distressing ailments, those of which do not originate from any having the foundation of structure and of system destroyed.

THERAPION NO. 3—A Sovereign Remedy for all the most distressing ailments, those of which do not originate from any having the foundation of structure and of system destroyed.

THERAPION NO. 4—A Sovereign Remedy for all the most distressing ailments, those of which do not originate from any having the foundation of structure and of system destroyed.

THERAPION NO. 5—A Sovereign Remedy for all the most distressing ailments, those of which do not originate from any having the foundation of structure and of system destroyed.

THERAPION NO. 6—A Sovereign Remedy for all the most distressing ailments, those of which do not originate from any having the foundation of structure and of system destroyed.

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—B.R. China's "Daily Press" Office, Hongkong, 13th November, 1936 1029

BEKANNTMACHUNG.

DIE untenstehenden Veröffentlichungen des Kaiserlich Deutschen Konsulats in Kanton werden im Jahre 1936 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

Kaiserlich Deutsches Konsulat, Kanton, den 27. Dezember 1937. 155

BEKANNTMACHUNG.

DIE untenstehenden Veröffentlichungen des Kaiserlich Deutschen Konsulats in Kanton werden im Jahre 1936 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

Kaiserlich Deutsches Konsulat, Kanton, den 31. Dezember 1937. 2020

SIEN TING

SURGEON DENTIST, No. 10, DAUGULAR STREET. FEE VERY MODERATE. Consultation Free. Hongkong, 21st September, 1936 675

DR. H. H. CHAN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 31, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1937. 477

A TACK & CO.

29, DES VOEUX ROAD, CENTRAL. JUST LANDED A LARGE ASSORTMENT OF CAMERAS AND PAGET'S PAPERS, &c., &c., Kindly Call and Inspect our New Stock.

DEVELOPING and PRINTING

UNDER TAKEN. Hongkong, 7th August, 1936. 81

SANG MOW.

HATTAN AND GRASS FURNITURE MARKET. CHAIRS, TABLES, SETTEES & LONG CHAIRS. BEDDING, BLINDS, MATTINGS in all colours on Sale. All Orders receive prompt attention. 59A, QUEEN'S ROAD CENTRAL, HONGKONG. Hongkong, 20th February, 1938. 401

SHIPPING.

ARRIVALS.
DELTA, British str., 4,789, E. W. Snow, 21st August—Yokohama and Shanghai 19th August. General—P. & O. S. N. Co.
KNIVBERG, German str., 648, Henk, 21st August—Macao 20th Aug.—Jensen & Co.
KWONGKANG, British str., 21st Aug.—Canton.
MANILA, German str., 1,108, J. Minssen, 21st August—Sydney 30th July, General—Melchers & Co.
TRAN, British str., 1,346, Outerbridge, 21st August—Manila 18th August, General—Butterfield & Swire.
TRINAM, British str., 1,400, C. Plunkett-Cole, 21st August—Australia and Sydney 27th July, General—Butterfield & Swire.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.
21st August.
Ternat, German str., for Shanghai.
Yokohama, Japanese str., for Kobe.
Zafra, British str., for Niigata.
Zafra, British str., for Manila.

DEPARTURES.
21st August.
ALBENGA, German str., for Singapore.
BREMEN, British str., for Hongkong.
DERBY, British str., for Saigon.
EASTON, British str., for Sydney & Australia.
HAIKUN, British str., for Coast Ports.
KUNAN, German str., for Bangkok.
TAISHUN, Chinese str., for Shanghai.
TELMACHUS, British str., for Saigon.
YUNSONG, British str., for Manila.

VESSELS IN DOCK.
21st August.
Kowloon Dock—Hutchinson, Spill, Lianang.
H.M.S. Whiting, Intrepid, H.M.S. Robin.
Dario, U.S.S. Albatross, Lexington, Kumeric, Paul Ben, Kutsang.
CONVOY DOCKS—Pocahontas, Aphrodite.

VESSELS ON THE BERTH.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DELTA."
Captain B. W. H. Snow, R.N., carrying 1,100 passengers, will be despatched from this for Hongkong & on SATURDAY the 22nd August at Noon, taking passengers and cargo for the above port in connection with the Company's steamer "Macedonia," 10,500 tons, from Colombo passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, and other cargo for London, &c., will be conveyed from Bombay by the "M.S. Macedonia," due in London on the 4th October, 1908.
Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
F. J. ABBOTT,
Acting Superintendent,
Hongkong, 11th August, 1908.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, and PORT SAID.
Taking Cargo at through rates to the BRITISH, PERIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship
"SILESIA."
Capt. Radonich, will be despatched as above on or about TUESDAY, the 25th August, at Noon.
This steamer has capital accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Princes Buildings,
Hongkong, 21st August, 1908.

For SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship
"JAPAN."
Captain J. G. Olfert, will be despatched for the above Ports on FRIDAY, the 29th inst., at Noon.
This steamer has superior accommodation for passengers, and is fitted throughout with Electric Light, and carries a duly certified Doctor.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents,
Hongkong, 20th August, 1908.

1204

"SHIRE" LINE OF STEAMERS

LIMITED.

For LONDON, HAMBURG AND ANTWERP.

THE Steamship

"FLINTSHIRE."
Capt. G. C. Cundy, R.N., will be despatched for the above Ports on SATURDAY, the 29th August, 1908.
Surgeon and Stewardess carried.
For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 19th August, 1908.

1093

"GLEN" LINE OF STEAMERS.

For LONDON, HAVRE AND ANTWERP.

THE Steamship

"GLENROY."
Captain T. Darke, will be despatched as above on SUNDAY, the 20th August.
For Freight apply to
McGREGOR BROS. & GOW,
Hongkong, 18th August, 1908.

1178

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|-----------------|-------------|-------|--------------------|-------------------------------|---------------------------|
| LONDON & C. VIA USUAL PORTS OF CALL. | DELTA | Brit. str. | — | B. W. H. Snow | P. & O. S. N. Co. | To-day, at Noon. |
| LONDON, HAMBURG & ANTWERP | FLINTSHIRE | Brit. str. | — | G. C. Cundy, R.N. | SHEWAN, TOMES & Co. | On 29th inst. |
| LONDON & ANTWERP VIA SINGAPORE, &c. | SYRIA | Brit. str. | — | D. C. Grogan, R.N. | P. & O. S. N. Co. | About 26th inst. |
| LONDON, HAVRE & ANTWERP | GLENROY | Brit. str. | — | T. Darke | McGREGOR BROS. & GOW | On 30th inst. |
| LONDON, HAVRE & ANTWERP | KOTZKE | Ger. str. | k.w. | Jäger | HAMBURG-AMERIKA LINIE | About Middle of Sept. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SILVIA | Ger. str. | k.w. | Deinat | HAMBURG-AMERIKA LINIE | To-morrow. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SILVIA | Ger. str. | k.w. | Schwinghammer | HAMBURG-AMERIKA LINIE | On 20th September. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SILVIA | Ger. str. | k.w. | v. Hoff | HAMBURG-AMERIKA LINIE | On 24th October. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | YARRA | Brit. str. | — | Seller | MESSAGERIES MARITIMES | On 1st Sept., at 1 P.M. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | SAKUKI MARU | Jap. str. | — | S. J. G. Parsons | NIPPON YUSEN KAISHA | On 2nd Sept., at D'light |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | AWA MARU | Jap. str. | — | A. Keith | NIPPON YUSEN KAISHA | On 16th Sept., D'light |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | CATHAY | Den. str. | — | Peter | MELCHERS & Co. | Middle of September. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | SLAVONIA | Ger. str. | k.w. | O. Pahnke | HAMBURG-AMERIKA LINIE | On 11th September. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | P. R. LUTFOLD | Ger. str. | — | Radonich | SANDER, WIELER & Co. | On 25th inst., at Noon. |
| NEW YORK VIA SINGAPORE, &c. | SILVIA | Aus. str. | — | Cowley | SHEWAN, TOMES & Co. | On 5th Sept., at 4 P.M. |
| NEW YORK VIA SINGAPORE, &c. | INDRAMATO | Am. str. | — | E. Ishikawa | CANADIAN PACIFIC R. Co. | On 11th Sept., at Noon. |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | DEMONOK | Brit. str. | 1 m. | G. W. Edy | DODWELL & Co., Ltd. | On 24th inst., at Noon. |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | KUMERIC | Brit. str. | 2 m. | T. Harrison | NIPPON YUSEN KAISHA | On 1st Sept., at 4 P.M. |
| VICTORIA, B.C. & SEATTLE, WASH., &c. | ITO MARU | Jap. str. | — | K. Homma | NIPPON YUSEN KAISHA | On 14th Sept., at 4 P.M. |
| VICTORIA, B.C. & SEATTLE, WASH., &c. | KAGA MARU | Jap. str. | 1 m. | T. Harrison | NIPPON YUSEN KAISHA | On 2nd Oct., at Noon. |
| AUSTRALIAN PORTS VIA MANILA | CHANGSHA | Brit. str. | 1 m. | A. Mooker | NIPPON YUSEN KAISHA | On 2nd Sept., at Noon. |
| AUSTRALIAN PORTS VIA MANILA | YAWATA MARU | Jap. str. | — | Pander | JAVA-CHINA JAPAN LINE | Quick despatch. |
| AUSTRALIAN PORTS VIA MANILA | MANILA | Ger. str. | — | F. Mooney | P. NALIN | On 27th inst. |
| VLADIVOSTOK | TIKASAKI MARU | Jap. str. | — | G. Hooker | JARDINE, MATHESON & Co., Ltd. | To-day, at 4 P.M. |
| CHINGWANGTAO, JAPAN, AMERICA, &c. | QUESSANT | Dut. str. | — | H. Stohr | BUTTERFIELD & SWIRE | On 28th inst., at 4 P.M. |
| TIENTSIN VIA SWATOW, WEIHAIWEI & CHEFOO | CHIPPING | Brit. str. | — | G. Girard | HAMBURG-AMERIKA LINIE | On 26th inst. |
| SWATOW, CHEFOO & TIENTSIN | KUICHOW | Ger. str. | 1 m. | E. Malchow | MELCHERS & Co. | On 31st inst., at P.M. |
| TSINGTAU, NAGASAKI & VLADIVOSTOK | ERNEST SIMONS | Fre. str. | — | Hase | HAMBURG-AMERIKA LINIE | About 26th inst. |
| SHANGHAI, KOBE & YOKOHAMA | P. E. FRIEDRICH | Ger. str. | k.w. | T. Saraga | OSAKA SHOEEN KAISHA | On 27th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | BRASILIA | Jap. str. | 2 h. | J. G. Olfert | DAVID SASSOON & Co., Ltd. | On 27th inst., at 10 A.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | CHOSHIN MARU | Jap. str. | — | G. Phillips | P. & O. S. N. Co. | On 28th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | JAPAN | Brit. str. | — | T. H. Hinde, R.N. | P. & O. S. N. Co. | About 3rd Sept. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | NOSE | Brit. str. | — | M. B. Lake | HAMBURG-AMERIKA LINIE | On 10th September. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | DEVANHA | Ger. str. | — | J. Davies | JARDINE, MATHESON & Co., Ltd. | On 15th Sept., at Noon. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | SILVIA | Brit. str. | 1 m. | T. Kiburaki | BUTTERFIELD & SWIRE | On 24th inst., at 4 P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | NAGASAKI | Brit. str. | 1 m. | de Brouwer | JAVA-CHINA JAPAN LINE | Quick despatch. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | FOOCHOW | Dut. str. | — | Reider | OSAKA SHOEEN KAISHA | To-morrow, at 10 A.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | TIHAIHAI | Brit. str. | 1 m. | Imbbon | DOUGLAS LAFRAIK & Co. | On 27th inst., at 2 P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | JOSEPH MARU | Jap. str. | 1 m. | Roder | BUTTERFIELD & SWIRE | To-morrow, at 8 A.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | HAITAN | Brit. str. | — | S. J. Payne | BUTTERFIELD & SWIRE | To-day, at Noon. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | CHIHAI | Brit. str. | — | R. Almond | SHEWAN, TOMES & Co., Ltd. | On 25th inst., at 4 P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | ZAFIRO | Brit. str. | 1 m. | T. Meyrick | JARDINE, MATHESON & Co., Ltd. | On 24th Sept., at 4 P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | TEAN | Brit. str. | — | Mathias | BUTTERFIELD & SWIRE | On 25th inst., at 4 P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | LOONGSANG | Brit. str. | — | F. Semill | MELCHERS & Co. | Beginning of September. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | RUBI | Brit. str. | — | T. Arabawa | NIPPON YUSEN KAISHA | To-day. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | YUNSONG | Brit. str. | — | P. J. Bull | MELCHERS & Co. | On 28th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | LAIFONG | Brit. str. | k.w. | P. J. van Emmerick | JARDINE, MATHESON & Co., Ltd. | On 25th inst., at 3 P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | BORNEO | Brit. str. | — | | JAVA-CHINA JAPAN LINE | Quick despatch. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | KAESHIMA MARU | Jap. str. | — | | | |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | ARCONIA | Jap. str. | — | | | |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | KUMSANG | Brit. str. | — | | | |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | THILATJAP | Dut. str. | — | | | |

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE ON 12 DAYS Across the Pacific is the "EMPERESS LINE." Sailing 5 to 10 days Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

| PROPOSED SAILINGS: (Subject to Alteration). | LEAVE HONGKONG | ARRIVE VANCOUVER |
|---|----------------------|------------------|
| "EMPERESS OF JAPAN" 6,000 | SATURDAY, 5th Sept. | 28th Sept. |
| "LENNOX" 3,700 | FRIDAY, 11th Sept. | 10th Oct. |
| "EMPERESS OF CHINA" 6,000 | SATURDAY, 26th Sept. | 17th Oct. |
| "MONTEAGLE" 6,163 | SATURDAY, 3rd Oct. | 27th Oct. |
| "EMPERESS OF INDIA" 6,000 | SATURDAY, 17th Oct. | 7th Nov. |
| "EMPERESS OF JAPAN" 6,000 | SATURDAY, 7th Nov. | 28th Nov. |

"S.S. 'LENNOX' and 'GLENFARG' are Freighters only and do not carry Passengers. 'EMPERESS' Steamers will depart from HONGKONG at 4 P.M.

THE "EMPERESS" LINE, "LENNOX" and "GLENFARG" at 12 Noon, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class: via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers £40. " £42.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

"EMPERESS" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all ports and AROUND THE WORLD.

SPECIAL BATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

7

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR STEAMERS TO SAIL.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN. "PRINZ REGENT LUITPOLD" Wed. day, 26th Aug., at Noon.

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA. "PRINZ EITEL FRIEDRICH" About Wed. day, 26th August.

MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE. "MANILA" Thursday, 10th Sept., at 5 P.M.

KUDAT & SANDAKAN. "BORNEO" Beginning of September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 16th August, 1908.

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND YOKOHAMA.

Steamers. Tons. Captain. Sailing Date.

KUMERIC 6,232 Cowley On 24th Aug., Noon.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 21st August, 1908.

8

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR STEAMERS TO SAIL.

SHANGHAI, KOBE & YOKOHAMA. "ERNEST SIMONS" On 31st Aug., P.M.

MARSEILLES VIA PORTS. "YARRA" On 1st Sept., 1 P.M.

SEANGHAI. "VILLE DE LA CROIX" On 14th Sept., P.M.

MARSEILLES, &c. "AUSTRALIEN" On 15th Sept., 4 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT, Queen's Building.

Hongkong, 19th August, 1908.

2

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA, in connection with the CHINA STRAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight. For Freight and further particulars apply to

DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1898.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STREAMERS | TO SAIL | REMARKS. |
|---|-----------|-----------------|----------------------|
| LONDON via SWATOW, PENANG, SINGAPORE, COLOMBO, SUEZ, PORT SAID, and MARSEILLES. | DELTA | Neon, 22nd Aug. | See Special of CAL. |
| LONDON and ANTWERP via SINGAPORE, PENANG, SUEZ, COLOMBO, PORT SAID, and MARSEILLES. | SYRIA | About 26th Aug. | Freight and Passage. |
| SHANGHAI, MOJI, KOBE, NOKO, and YOKOHAMA. | DEVANHA | About 28th Aug. | Freight and Passage. |
| SHANGHAI | DEVANHA | About 3rd Sept. | Freight and Passage. |

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 21st August, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STREAMERS | TO SAIL |
|---|------------|---------------------|
| HONGKONG and HAIPHONG. | "CHIEHLE" | On 23rd Aug. 8 A.M. |
| SHANGHAI and CHINKIANG. | "FOOCHOW" | On 24th Aug. 4 P.M. |
| MANILA | "TEAN" | On 25th Aug. 4 P.M. |
| SWATOW, CHEFOO & TIENTSIN. | "KUEICHOW" | On 26th Aug. 4 P.M. |
| CEBU and ILOILO | "KAIFONG" | On 28th Aug. 4 P.M. |
| MANILA, ZAMBOANGA, THURSDAY ISLAND, DOKTOWN, CAIRNS, PORT WENTWORTH, BRISBANE, SYDNEY, with Transhipment to TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH. | "CHANGSHA" | On 2nd Sept. 4 P.M. |

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED FARE FOR PASSENGERS, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

Per Freight or Passage, apply to— BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 21st August, 1908.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

| FOR | THE CO'S S.S. | LEAVING |
|-------------------------------------|--------------------|--------------------------------|
| TAMUI via SWATOW, "JOSHIN MARU" | Capt. Y. KAWAKATSU | SUNDAY, 23rd Aug. at 10 A.M. |
| SHANGHAI via SWATOW, "CHOSHUN MARU" | Capt. T. SUGIYAMA | THURSDAY, 27th Aug. at 10 A.M. |

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Fookchow, until further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidsides. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 22nd August, 1908.

T. ARIMA, Manager.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STREAMERS | TO SAIL |
|--|-----------|----------------------------|
| TIENTSIN via SWATOW, "CHIPSING" | | Saturday, 22nd Aug. 4 P.M. |
| WEIHAIWEI & CHERO | | |
| SINGAPORE, PENANG & CALCUTTA "KUMSANG" | | Tuesday, 25th Aug. 3 P.M. |
| MANILA "LUNGSAUNG" | | Friday, 28th Aug. 4 P.M. |
| MANILA "YUENSANG" | | Friday, 4th Sept. 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE, and MOJI | | Tuesday, 15th Sept. Noon. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG," and "FOOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Cheloo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,

Hongkong, 22nd August, 1908.

GENERAL MANAGERS.

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HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Genoa, Naples, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

| OUTWARD | HOMeward. |
|--|--|
| For SHANGHAI, YOKOHAMA & KOBE: S.S. BRASILIA ... 27th August | For HAVRE, DUNKIRK & HAMBURG: S.S. SILVIA ... 23rd Aug. |
| For SHANGHAI, YOKOHAMA & KOBE: S.S. SILESIA ... 10th September | For Marseilles, Antwerp & Hamburg: S.S. SLAVONIA ... 11th Sept. |
| For SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA ... 16th September | For DUNKIRK, ANTWERP & HAMBURG: S.S. SPANIA ... About Mid of Sept. |
| For SHANGHAI, YOKOHAMA & KOBE: S.S. SUEVIA ... 25th September | For HAVRE & HAMBURG: S.S. AMERICA ... 20th Sept. |
| For SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGA ... 10th October | For HAVRE & HAMBURG: S.S. BRASILIA ... 4th Oct. |
| For SHANGHAI, YOKOHAMA & KOBE: S.S. BELGICA ... 17th October | For HAVRE & HAMBURG: S.S. SILESIA ... 18th Oct. |

COAST SERVICE

| | |
|------------------------------------|----------------------------|
| TSINGTAU, NAGASAKI AND VLADIVOSTOK | "KOWLOON" ... On 26th Aug. |
|------------------------------------|----------------------------|

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwangtao, (Peking, Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 DAYS. NANTES to Hongkong in 28 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland Passengers to Europe via Vancouver

Yokohama to VANCOUVER 13 Days

Yokohama to LONDON and PARIS 25 Days

HOMeward via MAGELLAN STRAIT:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

| | |
|----------------------------|------------------------|
| QUESSANT ... 27th Aug. | CEYLAN ... 28th Nov. |
| AMIRAL OLBRY ... 12th Oct. | CORSE ... 11th Jan. 09 |

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.

Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT.

FRENCH MAIL OFFICE.

Hongkong, 10th August, 1908.

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HONGKONG-NEW YORK AND BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAMAYO" ... On 19th September, 1908.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 15th August, 1908.

1185

HONGKONG-MANILA.

Highest Class newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

| STEAMSHIP | Tons. | CAPTAIN | FOR | SAILING DATE. |
|-----------|-------|--------------|--------|--------------------|
| ZAFIRO | 2540 | R. Rodger | Manila | On 22nd Aug. Noon. |
| RUBI | 2540 | R. W. Almond | Manila | On 29th Aug. Noon. |

For Freight or Passage apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 15th August, 1908.

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NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

| DESTINATIONS. | STREAMERS. | SAILING DATES 1908. |
|---|--|-----------------------------------|
| MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID | "SANUKI MARU" (Capt. S. J. G. Parson, Tons 6112) | WEDNESDAY, 2nd Sept. at Daylight |
| VICTORIA, B.C., and SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA | "IYO MARU" (Capt. A. Keith, Tons 6309) | WEDNESDAY, 16th Sept. at Daylight |
| SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | "YAWATA MARU" (Capt. K. Homma, Tons 3317) | TUESDAY, 1st Sept. at Noon |
| BOMBAY via SINGAPORE and COLOMBO | "NIKKO MARU" (Capt. T. Harrison, Tons 5559) | TUESDAY, 15th Sept. at 4 P.M. |
| MOJI and KOBE | "KAGAKI MARU" (Capt. G. S. Lapraik, Tons 631) | FRIDAY, 4th Sept. at Noon |
| NAGASAKI, KOBE and YOKOHAMA | "YAWATA MARU" (Capt. K. Homma, Tons 3317) | FRIDAY, 2nd Oct. at Noon |
| | "NIKKO MARU" (Capt. T. Harrison, Tons 5559) | SATURDAY, 22nd Aug. at Noon |
| | "KAGAKI MARU" (Capt. G. S. Lapraik, Tons 631) | WEDNESDAY, 26th Aug. at Noon |
| | "NIKKO MARU" (Capt. T. Harrison, Tons 5559) | WEDNESDAY, 2nd Sept. at Noon |

Fitted with Marconi's System of Wireless Telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY, and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 20th August, 1908.

T. KUSUMOTO,

MANAGER.

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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

| DESTINATION | STREAMERS | DATE OF SAILING. |
|-------------------------------|------------|------------------|
| SINGAPORE, CALCUTTA & COLOMBO | "ARCONIA" | On 28th August. |
| VLADIVOSTOK | "LICUANIA" | End of August. |
| MARSEILLES & HAVRE | "CATHAY" | Middle of Sept. |

For Further Particulars, apply to

MELOHERS & CO.,

AGENTS.

Hongkong, 20th August, 1908.

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BOVRIL

should be in every home as well as in every hospital.

When you are worried and cannot get well now sleep well, you will find a great help in BOVRIL.

BEWARE OF CHEAP IMITATIONS.

By Royal Warrant to His Majesty the King.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—16, DES VUEX ROAD, HONGKONG.

Japan Office:—14, WATER STREET, YOKOHAMA.

SHIPPING IN PORT.

AMARA, British str., 1,526, Matlock, 19th July

Matheson & Co.

APRORITA, British str., 2,325, J. H. Smith, 31st July—Maroran 21st July, Coal—Doddwell & Co.

BARRA, British str., 2,404, Whyte, 24th July—New York 7th May, and Durban 28th June, Case Oil—Standard Oil Co.

CHATHAM, British str., 1,143, J. Warrack, 20th August—Haiphong Aug. 15th and Holbow 15th, General—Butcherfield & Swire.

CHIPSING, British str., 1,199, F. Mooney, 15th August—Tientsin Aug. 9th, Cheloo 10th and Weihaiwei 11th, General—Jardine, Matheson & Co.

CHOIRING, German str., 1,021, Busseling, 18th August—Bangkok 12th August, Liceo—Butcherfield & Swire.

CLAYBURN, British str., 2,518, W. H. Sadon, 17th August—from Cardiff, Coal—Doddwell & Co.

COURTESY, British str., 4,897, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.

DEVAYONG, German str., 1,057, F. Rehwalde, 18th August—Bangkok 9th August, Coal—Butcherfield & Swire.

FOOCHOW, British str., 1,227, E. French, 11th August—Shanghai 8th August, General—Butcherfield & Swire.

FOOSHING, British str., 1,235, E. Woodley, 17th August—Yokohama and Chinkiang 11th Aug., Rice—Jardine, Matheson & Co.

FERTHOFF, Norwegian str., 891, O. Andersen, 8th August—Saigon 4th Aug., Rice—Aagaard, Thorsen & Co.

GERMANIA, German str., 1,713, C. Jorgenson, 17th August—Singapore 11th August, General—Jensen & Co.

HAICHING, British str., 1,216, W. C. Passmore, 12th Aug.—Fookchow Aug. 9th, Amoy 10th, Swatow 11th, General—Douglas, Lapraik & Co.

HALDEN, Norwegian str., 1,065, G. Eolberg, 2nd August—Saigon 29th July, General—Aagaard, Thorsen & Co.

HISANBO, British str., 1,536, A. G. Smith, 15th August—Hongay 13th August, Coal—Jardine, Matheson & Co.

HOLSTEIN, German str., 1,800, Niejahr, 17th August—Haiphong and Hoikow, 16th August, Coal—Jensen & Co.

INABA MARU, Japanese str., 3,189, Wm. Bainbridge, 19th August—London and Singapore 14th August, General—Nippon Yusen Kaisha.

INVERAN, British str., 2,253, Marshall, 30th July—New Castle 11th July, Coal—Arnhold, Karberg & Co.

JOSHIN MARU, Japanese str., 702, Kuburaki, 16th August—Tamsui Aug. 16th and Swatow 18th, General—Osaka Shosen Kaisha.

KATHIEMER PARK, British str., 3,075, W. H. Copp, 8th July—Callao via Yokohama and Kobe 12th May, General—Toyo Kisen Kaisha.

KORBA, American str., 5,651, Andrew Dixon, 19th August—San Francisco 23rd July and Shanghai 16th August, Mails and General—Pacific Mail Steamship Co.

KUMERIC, British str., 4,006, T. S. Cowley, 17th August—Tacoma via Ports 2nd July, General—Doddwell & Co.

KUMSANG, British str., 2,077, E. J. Daller, 17th August—Calcutta and Singapore 11th Aug., General—Jardine, Matheson & Co.

KWANGLOO, Chinese str., 1,468, Lincoln, 17th August—Shanghai 14th August, General—Chiao.

KWONGSANG, British str., 1,428, W. Palmer-Baker, 16th Aug.—Shanghai Aug. 11th and Swatow 15th, General—Jardine, Matheson & Co.

LAISANG, British str., 2,224, E. J. Tadd, 20th July—Calcutta July 5th, and Singapore 15th, General—Jardine, Matheson & Co.

MACBEE, British str., 1,223, G. M. Eurch, 17th August—London and Singapore 11th August, General—Doddwell & Co.

MANDAL, Norwegian str., 1,193, Gabrielsen, 31st July—Borneo 25th July, Coal—Wallom & Co.

MATHILDA KORNBER, German str., 1,846, Diller, 13th August—Moji 7th August, Coal—Jensen & Co.

MATHILDE, German str., 831, A. P. Ullrich, 19th August—Haiphong Aug. 13th and Hoikow 15th, General—Jensen & Co.

OSANG, British str., 1,787, F. Wheeler, 14th August—Moji 8th August, Coal—Jardine, Matheson & Co.

PARLAT, German str., 1,018, J. Wenzel, 18th August—Swatow 17th August, General—Butcherfield & Swire.

PALMA, British str., 4,913, G. W. Cockman, R.M.S., 12th August—London and Singapore 7th August, General—P. & O. S. N. Co.

PROBUS, Norwegian str., 1,024, C. Moller, 3rd Aug.—Saigon 29th July, Rice—Aagaard, Thorsen & Co.

QUAETA, German str., 1,852, H. Madsen, 15th Aug.—Palo-Palo 3rd Aug., Old-Hon-Tanks—Sander, Wieler & Co.

RAYNAB, Norwegian str., 1,200, Augensen, 17th August—Rajong 10th August, Timber—Wallom & Co.

SEIKO, British str., 1,200, Augensen, 17th August—Rajong 10th August, Timber—Wallom & Co.

SEIKO, British str., 1,200, Augensen, 17th August—Rajong 10th August, Timber—Wallom & Co.

SEIKO, British str., 1,200, Augensen, 17th August—Rajong 10th August, Timber—Wallom & Co.

SEIKO, British str., 1,200, Augensen, 17th August—Rajong 10th August, Timber—Wallom & Co.

SEIKO, British str., 1,200, Augensen, 17th August—Rajong 10th August, Timber—Wallom & Co.

A MODERN MISSION TRIP IN CHINA.

(BY THE REV. DR. TIMOTHY RICHARD IN "THE TIMES.")

China is passing through a great crisis, which is watched keenly by all the world, as it affects the world more deeply than the movements in any other land. I have taken a five weeks' trip through North China in April and May. I present some features which may be of some general as well as missionary interest.

Formerly, coolies despised our message; now students are glad to converse with us. I started from Shanghai in April, bearing with me 500 copies of a 12 years' programme for the material, social, intellectual, and spiritual welfare of China, whereby she could be enriched fifty millions sterling per annum for the relief of her poor, could secure immunity from international revolutions and external invasions, could raise an army of thinkers able to compete with the rest of the world, and could secure the highest spiritual development that is in the world, without which there could be no stability in any other department.

I called on the Viceroy of Nanking, who rules some 80 millions; he was most friendly, and had invited all the leading Mandarins and a few of the gentry, about 50 in all, to meet me, and asked me to address them. At the close I presented 10 copies of my book to the Viceroy, which he immediately distributed among the officials.

Proceeding to Wu-chang I called on the Viceroy there. He rules over 30 millions, and was about to leave for Viceroy of Shan-shan, where he will rule over 20 millions. He was deeply concerned for the welfare of China, and especially with the lack of competent rulers, which he strives to remedy by fostering modern education.

Passing on from Wu-chang to Peking by train I had important interviews with two Princes and three of the leading statesmen there; I was much depressed by the pessimistic feeling of all. Those who had had power when they were Viceroy complain that they are hardly able to do anything in Peking owing to the obstruction of the reactionaries, who are for the most part ignorant of the world forces and how to deliver their country from continuing to go down from bad to worse. The only hopeful thing about Peking is that there are a few earnest reformers; but even they are much hampered by the old national conceit, without world knowledge or experience.

Leaving Peking with a sad heart I went on to Tai-yuen-fu in Shan-shi. Formerly this journey took a fortnight to get over, but now leaving Peking at 7 in the morning I reached Tai-yuen-fu at 11 the same evening. That is, an immense boon to the Shan-shi Province—speedier and cheaper transport by rail.

Thirty years ago Joshua Turner, myself, and others were bearers and almoners of about £80,000 raised by the Lord Mayor of London and foreigners in China in the greatest famine ever recorded in history. We then suggested the building of railways, the opening of mines, the starting of new industries and modern education as capable of averting any repetition of such a famine. But after two years of famine relief and six years of preaching and teaching, and lecturing to the leaders of the province I found only a few intelligent ones ready to recognize the value of their civilization and to adopt some of the institutions of Christendom; while the rest were wrapped in dense ignorance and inveterate prejudice against everything foreign. I left the province 20 years ago, with a sad heart at the prospect.

But to-day I find that a marvellous change has taken place there. They have not forgotten the charity of foreigner Christians. On arriving at the station in Tai-yuen-fu, near midnight, I found all the leading officials and gentry had sent their servants with cards of welcome. I was invited to address over 5,000 students from 25 different schools and colleges in the capital, but with students from every county in the province. Each school came in its respective uniform, some in khaki, some in blue, some in mauve, and some in white, flying great banners and marching to the music of two bands. As there was no building in the city large enough to hold them all they met in a great square in front of the museum, and I addressed them from the verandah on the second story of the museum. On my right on the verandah were about half a dozen of the gentry, and on my left were the foreign professors of the University.

I was introduced to the students in a very kind speech by the chief of the gentry, who holds the highest literary degree the Empire confers. He said that our suggestions made to them more than 20 years ago had not been forgotten, that they had now commenced to set on them, and that all the schools and colleges in the city had as teachers many men who had been trained in our University; he wanted to show how grateful they were for the instruction given there, and he had gathered them to bear any further instruction we had to give them; he said to the students we desired not only the good of Shan-shi Province, but also the good of all the Chinese Empire, and the peace and prosperity of all nations.

After the president of the University and another of the gentry had spoken a few words re-emphasizing some of my remarks, the students dispersed in the same orderly manner as they came, each school marching out under its respective colours to the sound of music.

On Sunday I attended our mission church service and found that the building, though only lately finished, cannot properly hold the congregation; so many had to stand. The people want to know the secret of our love for them. They find it in the spirit of our Saviour.

Not only to the Viceroys on the Yangtze, but also to a number of the leading statesmen in Peking and the officials in Shan-shi I distributed my programme for the uplifting of China. On leaving Tai-yuen-fu at 10 o'clock at night with Mr. Turner, my friend and colleague, the local officials were there in full robes to bid us good-bye. Thus, notwithstanding much stagnation in Peking, we feel profoundly grateful that the seed sown in much discouragement, sorrow, danger, and death (280 foreigners were massacred by the Boxers in 1900) has now taken root in the province, so that we can see plainly that the Kingdom of God is already come and is being rapidly established. It is but meet that the churches at home should sing "Te Deum" for God's glory, and also that nothing connected with the University costs a cent to any missionary society.

Our missionaries here tell me that the teachers in our Christian schools both for boys and girls are in such demand for the Government schools that they cannot supply a tithe nor a hundredth part of what is needed. The late deputations here has testified that the deep gulf which formerly separated the missionaries and the Chinese is being bridged over by the University. What is going on in Shan-shi is taking place to a large extent in every province in spite of the ignorance of the Central Government.

Would that all the missions in China would unite and have a model University in each provincial capital in the Empire, and begin this very year wherever none exists already.

FASHIONS AND FANCIES.

WASHING DRESSES.

So far as the present season has gone, washing materials have had very little chance. Banned by a shower, they would have been very expensive wear during the downpours with which July, up till now, has favoured us. The new lines, however, are extremely fascinating. The embroidery is arranged in spiral form, and is very becoming, consequently, to figures that lack the requisite height. The little coats accompanying these and worn over a more or less ornamental and frivolous blouse, are sometimes long-waisted, sometimes Empire. The fronts have a little trail of embroidery on each, another scrap of embroidery trims the back between the shoulders, and the sleeves are embroidered with merely a touch or two on the top of the arms. Sometimes the revers are turned back with a little bit of colour in the shape of chintz or cretonne, materials which are coming very much to the front in dress matters. The Irish laces in lovely tones of sky-blue and forget-me-not blue, moss-green, emerald-green, grape-green, raspberry red, wild-rose pink, coffee-brown, cinnamon, &c., are in great demand for country and seaside wear.

CHOICE OF COLOURS.

It must be remembered in choosing these, that blue and purple wear very badly by the sea, the salt air depriving them of their colour and rendering them shabby-looking after a single day's exposure. But other blues in the light shades that are really reliable in this class of colours. A very charming line in this class is a design of marguerites, which appear to be growing up from the hem of the gown, some taller than others, and the whole fitted with a garniture completely enriching the lower part of the gown, and extending upwards in irregular height.

A SERVICEABLE PINK.

There is a rather deep shade of pink which wears fairly well at the sea, and a very pretty frock in linen of this colour is made for a dark-haired girl. The front breadth is turned up after the fashion of the tunics once called lavas. Under it is a complete short skirt, of the linen. Facing the turned-up skirt, or tunic, is a band of very coarse embroidery in thick white thread. Similar embroidery in this outline the fronts and falls a little below the waist in the sleeves, only just long enough to reach the elbow, are turned back with little pointed ends embroidered in a small design to match that on the bodice. This very thick embroidery looks extremely well on a washing dress if the texture of it be solid enough to support it, and one of its great advantages is that it comes home looking even better than new from the hands of the laundress, if she will but remember that it should be ironed on the wrong side so as to bring the raised petals into good relief.

COLLARS AND BUFFERS.

Neck-wear is important, not only at the seaside and in the country, but at all times, and the ingenuity of many minds is brought to bear upon producing an abundant variety. The little ruche round the neck is now considered almost indispensable to these. A turned-down collar in pleated fine batiste has rising from beneath it a high collar with three pleats to match, headed with the little ruche and ends. Another pretty bit of neckwear has an Irish lace band with high tucker of the same and a fall below the collar, pointed longer in front than at the back and sides. This "does up" beautifully, a great recommendation, for fairly inexpensive as these small articles are, they scarcely pay for themselves unless they are of constitution sufficiently robust to be washed at least four or five times. A very elaborate one is made of folded ribbon with feather trimming sewn into the under-edge. This fastens at the back with a bow of the ribbon. A very simple little collar has five bands of white batiste in the centre, with a band of lace top and bottom. From the middle fall four leaf-shaped pieces of the tucked batiste, each surrounded with an edging of lace matching that on the collar.

HOME MADE TIES.

The butterfly bow is one of these very little made home, whether of silk, or lawn, or chiffon. A piece of about eight inches wide and equal depth, is caught together in the centre and fastened round with a morsel of the stuff. That is all, and it is really almost as simple as it reads. Coloured ribbon run through a bit of openwork broderie anglaise, and surrounded by a lace frill sewn on to pleated batiste, makes a very dainty finish for a toilette with or without the jacket of pleated lawn and lace. The colour of the ribbon can be suited to any kind of toilette. Another very easily made at home is again in Irish crocheted, a perfectly plain, flat band forming the collar, and headed with a small edging. On to this band are stitched three rows of shaded velvet ribbons in any colour, little bows of the same marking the centre. Below comes a deep frill closely pleated, and stitched underneath the third row of velvet. The frill itself has a row of velvet above the little wheel patterns that form the border.

THE NEW RAINBOW PROCEES.

Shaded materials, since they have been adopted by some of our Royal Princesses, have found much favour, and so long as the tones of colour are kept pale they are likely to be very successful. Dressmakers show great skill in making up these, for it is by no means easy to arrange the shades of material as to make an undoubted success. One of them in a kind of gauze, very transparent, is made up over palest green, and is itself in a alternate stripes of green and very pale pink and mauve. This is arranged in diagonal folds from the waist over a front breadth closely pleated and "hung the way of the stuff" as milliners phrase it, this meaning that the material is not on the bias. The manner in which the soft tints play into one another in this pretty frock is extremely pleasing. I need scarcely add that only a black hat can be worn with so many colours. In this case it is of black orlonine straw, with three or four black feathers and a band of black satin round the rather high crown. Have I mentioned the sleeves? They are fitted fairly closely to the arms and at the front stop at the elbow, but at the back hang some inches below it, ending in two little tassels.

RUFFLE V. BOA.

With the cooler days of July, the long feather boa came back to favour, and was a very comfortable asset on a cold afternoon or evening in spent out of doors, but with the warm weather that we may now begin to expect, the short ruffe, fitting rather closely round the neck and tied at the back, is likely for the nonce to take its place.

COLOUR IN THE RUFF.

These are prettiest in black, and one of the sensational successes of the present season was achieved by a lady who, on a smart reconnoitre, wore an extremely light Directorate black gaze gown, much cut away in the front, with an absolutely immense black tulle neck ruffe, and a proportionately large hat, also intensely black. The only glimpse of white in the costume was the single voile of lawn drawn across the front of the bodice, and I may add, about two inches of white arm intervening between glove and sleeve. In spite of this example and the sensation it created, there is usually colour in the ruff, though generally of a pale, soft tone.

OLIA PODRIPA.

A CABLET WEDDING.
Craigiepoint, Dumfriesshire, where Carlyle's "Sartor Resartus" was written, has just been the scene of a notable wedding. The bride was Mary Carlyle, of Craigiepoint, a grand-niece of Thomas Carlyle, and the bridegroom James Carlyle, a farmer of Fingie, Dumfriesshire, a son of Thomas Carlyle's favorite nephew, Fingie is about four miles from Ecclefechan, Carlyle's birthplace, and this village is the original of the Entanphyl of "Sartor Resartus."

A BURN'S LOVE-LETTER.

An original photograph draft of a love letter to an unknown person, signed Robert Burns, with no date or address, recently came into the auction room. It reads—
Dear Madam, The Passion of Love had need to be productive of much delight, as when it takes through possession of the man it almost unites him for anything else. The lover who is certain of a return of affection is surely the happiest of men, but he who is a prey to the horror of anxiety and dreaded disappointment, is a being whose situation is by no means enviable. I am, my dear Madam, your humble servant, to drop me a line, to inform me when I may wait on you? For Pity's sake do, and let me have it soon. In the meantime allow me in the artless sincerity of truth to say that I truly am,
My dearest Madam,
Your ardent Lover
& devoted humble servant,
ROBT. BURNS.

LABELS DESCRIBING BRITISH POSTAGE STAMPS.

The Postmaster-General has issued the following notices:—The practice has recently been adopted by some persons of affixing to the covers of letters adhesive labels, somewhat resembling postage stamps, which are used for advertising or other purposes. Although these labels are obviously not issued with any intention of defrauding the revenue, their use on postal packets, especially when they are placed on the address side, causes embarrassment to the officers of the Post Office, and gives rise to delay in the treatment of other correspondence. In these circumstances, the Postmaster-General has deemed it necessary to issue instructions that, after the 31st of July, any letter or other packet observed in the post bearing on the front private label in any way resembling a postage stamp shall be returned to the sender.

WOLFE MEETS MONTCAULM.

At the Chateau Frontenac, says the "Daily Telegraph" correspondent, I met M. le Comte Bertrand de Montcaulm, a direct descendant of General Wolfe, a direct descendant of the immortal general. Later I learned that the descendants of the illustrious heroes occupied bedrooms at the Chateau Frontenac, divided only by a bathroom which both gentlemen used in common.

DISCOVERY OF A LAKE VILLAGE.

Dr. A. Bulleid, of Middeham, Norton, Somerset, who discovered the British lake village at Glastonbury in 1892, has now found another group of lake dwellings at the village of Meary, about three miles to the north-west of Glastonbury. The site of the lake village consists of two fields covering about 12 acres, and is marked by a number of grassy mounds formed by the floors of the dwellings. Dr. Bulleid began excavating on Monday, and has found large quantities of pottery, including objects in bronze, bone, horn, and pottery. The village is supposed to be of late Celtic date. This village is larger than that at Glastonbury, and it is anticipated will yield more in relics.

A VILLAGE UTOPIA.

An agricultural village in which half the houses are on the telephone, where the cottagers can ring up the shopkeepers in the neighbouring towns and order their stores without taking the journey, where the village school has been transformed into a paradise which is to the children a perpetual joy, where there are motor cars for the teachers and a motor launch for the youngsters—it sounds like "News from Nowhere," and yet it really is in the very heart of England. The village Utopia is, says "Progress," Bradon's Newton, in Worcestershire, five miles from Tewkesbury. The village, until the advent of the present owner, was in the tumble-down condition which is typical of so many decaying agricultural villages in England to-day. The village school was managed in the bad, old, inefficient style, and the villagers were as much out of communication from the outside world as if they had been in the centre of the African Continent.

"NO LAST WORDS."

Mr. Sidney Holland recently told a story of someone who was sent for hurriedly to see his father who was in extremis in the London Hospital. When he arrived he was met at the door of the institution by his sister, who told him that the patient had just passed away. Very much distressed, he asked, "What were father's last words?" "He had no last words," was the answer, "Mother was with him to the end!"

BISHOP POTTER STORIES.

The late Bishop of New York was a great story-teller. One that is attributed to him concerned the visit of a certain Mrs. Ruggles to an art gallery, where she saw a copy of the Apollo Belvedere. Surveying it carefully and critically, Mrs. Ruggles remarked, according to the Bishop, "Well, that's Apollo Belvedere, give me Ruggles." To a young lady who, apropos the question of Sabbath observance, asked if she might bathe in the Atlantic on Sunday, Bishop Potter replied: "That my dear young lady is a sea over which I have no jurisdiction."

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EDUCATION OF OFFICERS OF MERCHANT MARINE.

In the House of Lords last month LORD BRASSEY called attention to the inadequate means of educational training available for officers of the Merchant Marine, and urged that some provision should be made for the education of cadets of the Royal Naval Reserve during the period of apprenticeship. He said it was not, perhaps, superfluous to insist on the importance of a Reserve of Officers for the Navy. The Admiralty had shown their appreciation of its importance by enrolling large numbers of officers in the Royal Naval Reserve. The utmost care was bestowed, and rightly so, on the education of the naval officer, but for the young officers of the Reserve the Admiralty had relied unduly on the inadequate means of instruction obtainable outside the Royal Service. In the school-ship stage it did not seem necessary to call for assistance from the Admiralty. For cadets aspiring to the more responsible positions in the Merchant Marine—and it was from these that the Naval Reserve was recruited—two schools had been established by private effort—the Conway in the Mersey, and the Worcester in the Thames. These two ships should be able to turn out midshipmen every year in numbers sufficient for the requirement of the Naval Reserve. But when they passed to the period of apprenticeship at sea—the most important stage in professional education—the need was urgent for some assistance from the State. The sea-going training ships maintained in former years by the P. and O. Company had long since disappeared. To-day they had only one ship, the Port Jackson, sailing under the flag of Messrs. Devitt and Moore, in which the education began in the school ships was adequately and systematically carried forward. Another similar ship was about to be fitted out by the powerful combination of Mr. and Mrs. Lamey. Two sea-going ships could not adequately provide for the educational training of the young officers enrolled in the Naval Reserve. The means far from favourable to education. Under the pressure of severe competition, our merchant ships were worked with the strictest regard to economy. Apprentices did the duties of ordinary seamen. At sea it was good that the apprentice should take his part in working the ship, but if his whole time in port was given to chipping paint and similar occupations, his naval education could not be carried up to the standard required in the Royal Navy. Adequately to extend the facilities for the education of officers of the Reserve State and should be given to a limited extent, and under conditions which would ensure that public money was well applied. Competent naval instructors should be carried, and for training in seamanship the ships should be fully rigged. To maintain an effective supervision over the progress of education and professional training every boy should be examined on the completion of each voyage by an inspecting officer of the Admiralty, and thus the incompetency would be weeded out, and defects in education would be discovered and remedied. On the completion of four years' service at sea the cadets would pass another examination. Assuming that the policy of grants for the training of Reserve cadets were approved, the charge to the State would be inconsiderable in amount. Assuming that the amount for each cadet need not exceed £25 a year, and that 40 cadets were carried, the annual grant for each ship would not exceed £1,000. Four or five ships would supply the full number of young officers required for the Reserve, and have no effect on the necessary cost of the Admiralty, ships would promptly be fitted out in this country as they had been in Germany by the leading shipping companies. Instruction in engineering, which had become necessary for every officer trained for the sea service, could be provided for the Naval Reserve at small expense. Midshipmen of the Naval Reserve should go through a six months' course at approved schools of engineering, such as those which had been established in London and Liverpool and the necessary cost should be covered by a grant under suitable conditions. The expenditure would be inconsiderable, but the result would be more than commensurate. He did not propose to deal with the general question of technical education for our seamen. There were some admirable schools, but they were all too few, and there was a strong case for more liberal appropriations from the grants voted by Parliament for technical education.

LORD BRASSEY said the two school ships and other nautical establishments, which existed gave every excellent education and they turned out a quite sufficient number of officers for the marine service. As a matter of fact at the present time there were hundreds of captains and officers, fully qualified able men, out of employment.

The EARL OF GRANARD in reply, said he did not think it was at all the case that there was a great lack of opportunity for members of the Merchant Marine acquiring knowledge. He had made some inquiry into the matter, and he found that there were schools in nearly every big port in the country where persons wishing to embrace the calling of the sea could study all matters connected with it. In addition to this, there were the two ships, the Conway and the Worcester, which rendered very valuable service in this respect, and he had just been informed that the Conway proposed establishing a course of instruction in engineering. He had no particular hand with regard to the ship-which was being fitted out by the White Star Company, but he understood that it was going to carry about 60 cadets and that there would be instructors on board who would be competent to teach all branches of marine knowledge. There each year about 75 to 80 vacancies in the Navy for officers of the Royal Naval Reserve, and for these vacancies there were generally 400 to 500 applicants. The Government took the pick of these men, and from the reports to hand the efficiency of the officers of the Royal Naval Reserve was beyond question. (Cheers.) The men were everything a captain could desire. Therefore, much as he sympathized with the object his noble friend had in bringing forward this discussion, he thought no case had been made out for spending any extra money. Hear, (hear.)

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